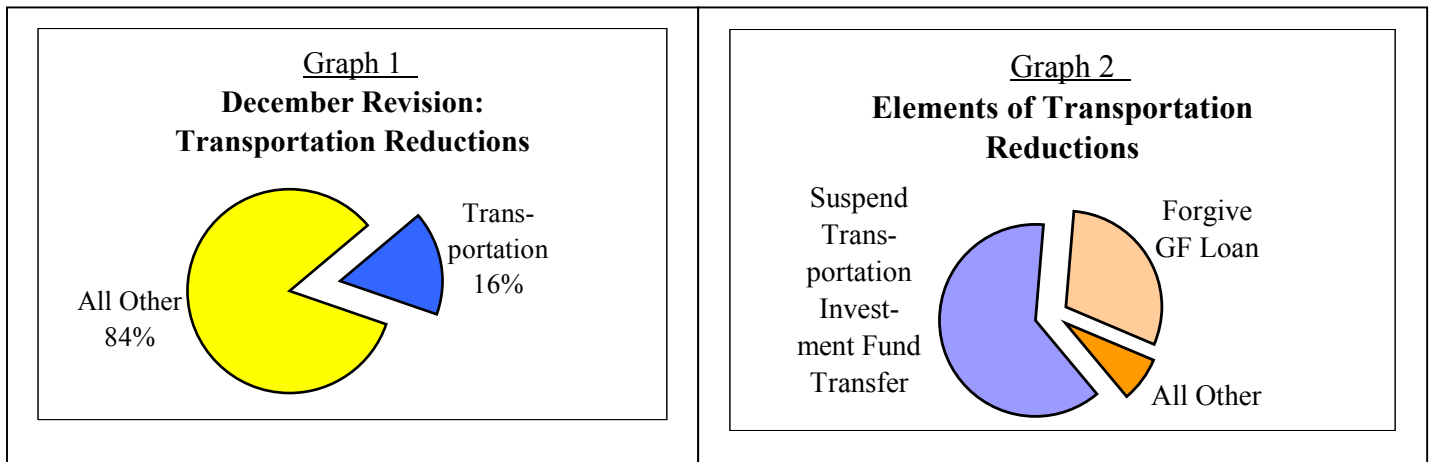


# Transportation

## TRANSPORTATION

The December Revision re-finances transportation projects and generates nearly \$1.8 billion in savings. The majority of these savings are based on budget-year actions.

About \$1.7 billion in savings accrue to the General Fund, about 17 percent of the total reductions contained in the December Revision. Graph 1 illustrates the point.



Graph 2 details the major elements of the reductions. Key provisions of the proposal include:

- Suspend the \$1.05 billion transfer of the sales tax on gasoline from the General Fund to the Transportation Investment Fund (TIF) for the 2003-04 fiscal-year. The result of this action will eliminate \$678 million from the TCRF, \$147 to the State Transportation Improvement Program (STIP), \$147 million for local streets and roads, and \$74 million to the Public Transportation Account.
- Cancel the \$500 million General Fund loan repayment to the TCRF scheduled for the 2003-04 fiscal-year.

Appendix A provides history on the General Fund support of transportation projects. Appendix B summarizes the current funding status of General Fund supported transportation project.

Table 1 displays the elements of the December Revision. The two left columns cite the issue and describe the action. The middle column identifies the estimated savings (in thousands). The two last columns identify whether the Legislature must take action in January to accrue the savings and whether the savings require a statutory law change.

Table 1  
Transportation Elements of the December Revision  
Dollars in Thousands

Issue	Description	Amount	Requires January Action?	Requires Trailer Bill?
Revert 2000-2001 General Fund appropriation for district specific projects.	This proposal will delete funding for the Altamont Commuter Express (\$5 million), and Caltrain: Coyote Valley Station (\$59,000).	\$5,059	Yes	No
Transfer of Statewide Recovery Cost Allocation Plan (SWCAP) recoveries to the General Fund.	This proposal will transfer an additional \$15 million from the State Highway Account to the General Fund for SWCAP recoveries.	15,000	Yes	No
Reduce State Highway Account funding for local streets and roads.	This proposal will suspend the 2 <sup>nd</sup> , 3 <sup>rd</sup> , and 4 <sup>th</sup> quarter transfers in the current fiscal year for street and road maintenance.	90,000	Yes	Yes
Suspension of Aeronautics Account grants and transfer account balance to the General Fund.	This proposal will transfer the fund balance in the Aeronautics Account to the General Fund, and specify that the remaining funds in the account be used for security purposes. The proposal will also suspend the \$10,000 annual grants awarded to airports for the 2003-4 fiscal-year.	5,200	Yes	Yes
Revert fund balance from the TCRF to the General Fund.	This proposal will transfer the fund balance in the TCRF to the General Fund. If approved, this proposal will leave the TCRF with \$39 million for the current fiscal-year.	100,000	Yes	Yes
Suspend Gasoline Tax transfer to the Transportation Investment Fund (TIF).	This proposal will suspend the General Fund transfer of the sales tax on Gasoline to the TIF for the 2003-04 fiscal-year.	1,046,000	No	Yes
Forgive General Fund loan repayment to the TCRF.	This proposal will cancel the 2003-04 fiscal-year loan repayment to the TCRF.	500,000	No	Yes

## Selected Issues

***TCRP or STIP Projects Receive Funding.*** A major component of the Governor's proposal is to shift administrative responsibility for the Traffic Congestion Relief Program (TCRP) from Caltrans to the Transportation Commission (CTC).

Although the Administration has not provided trailer bill language that specifies how the CTC will administer the TCRP, the Administration proposes to shift the TCRP projects into the STIP. Based on the limited information provided to the Legislature at the time this analysis was prepared, the Governor's proposal will result in a \$1.5 billion reduction to the TCRP. (See Appendix A for background/history of the TCRP). Additionally, *the Administration has not identified a revenue stream to fund both STIP and TCRP projects* if this proposal is approved.

The TCRP authorized \$4.9 billion for 159 specific projects over a 5-year period (See Appendix B for a current status assessment of all TCRP projects). If the TCRP projects are to be incorporated into the STIP, the Regional Transportation Planning Agencies (RTPAs) will have to prioritize TCRP projects in relation to their existing STIP projects. Given the status of the State Highway Account (discussed further in the next section), and the anticipated reduction of federal funds, the STIP cannot absorb the commitments made in the TCRP. A likely scenario will require the RTPAs to reconfigure their Regional Transportation Improvement Programs (RTIP; local portion of the STIP) and determine which projects to continue funding and which projects to defer or eliminate altogether.

***Transportation Revenues are Down, and Expenditures Have Increased.*** State and federal revenues for the STIP are significantly lower than projected in the 2002 STIP fund estimate. According to new estimates released by Caltrans to the CTC, the STIP is projected to have a \$4 billion cash shortfall over the next five years. The projected cash balance in the SHA for the current fiscal year is a \$173 million shortfall. The SHA deficit increases to \$634 million for the 2003-04 fiscal-year.

The STIP revenue reduction can be attributed to the following factors:

- Projected \$566 million federal Revenue Aligned Budget Authority (RABA) funding increase over the next five years will not occur.
- Anticipated 20 percent increase in federal funds for the 2003-04 fiscal year will not occur. Caltrans estimates a \$600 million total reduction of Federal revenues.

- Loss of truck weight fees due to the implementation of SB 2084. The new truck weight fee system was intended to be revenue neutral. However, Caltrans projects an annual revenue reduction of \$163 million beginning this fiscal year.
- Lower TIF transfer as a result of gasoline sales tax revenue decline. (Approximately \$74 million lower in 2003-04).

Annual expenditures from the State Highway Account have increased significantly in response to efforts to speed the delivery of capital projects and reduce the traditionally high cash balances in the SHA. During the 2001-02 fiscal-year, SHA expenditures exceeded account revenues by approximately \$1 billion. Expenditures are projected to exceed revenues between \$500 million and \$1 billion annually over the next three years because of the continuing emphasis on accelerated project delivery.

***Transportation Impacts.*** The Governor's budget revision has already had an effect on the TCRP and the STIP. The CTC on December 12, 2002 voted to suspend all new financial allocations for projects in the TCRP and the STIP at least until February 2003. Projects which earlier were given allocations and are in various stages of completion have been put in limbo.

The Governor's proposal is incomplete and vague in many respects, making a detailed assessment difficult. Also, the forthcoming Governor's Budget for 2003-04 due for release on January 10, 2003 likely will elaborate on and potentially extend the impact of the current transportation proposals.

***Short Term Effects:*** The proposed loss of gasoline sales revenues and the related loan forgiveness to the TCRP has resulted in the CTC's December action to freeze project funding allocations for two months. This action has delayed 64 funding allocations. This, in turn is forcing local transportation agencies to ponder whether to sign pending contracts, order rail and other equipment or make other binding current year and future commitments. Agencies do not know whether or when funding might resume for projects in progress. Local agencies fear contractor lawsuits if funding is delayed or curtailed for projects under contract or those where preliminary work or resource marshaling has begun.

The Governor's transportation proposal is, in a technical sense, heavily-weighted toward the 2003-04 budget-year. However, the short-term effects are real and significant, as in the above-described project allocation freeze. The proposed funding suspension not only involves funds for the Traffic Congestion Relief

Program, but the resulting allocations freeze is across the board and includes STIP projects, too.

There are other short-term effects as well. Cities and counties would lose their current-year 2<sup>nd</sup>, 3<sup>rd</sup>, and 4<sup>th</sup> quarter allocations of street and road repair and maintenance funds (approximately \$90 million in total). Some counties have indicated that contracts have already been signed based on the scheduled receipt of these funds. These planned repair activities will have to be curtailed or local tradeoffs made among competing funding needs. If repairs are not made, the effort to play “catch-up” and reduce the local road maintenance and rehabilitation backlog will suffer, resulting in far greater future repair costs.

*Longer Term Effects:* The loss of the sales tax revenues in the Budget Year will leave the TCRP approximately \$1.5 billion short of the funds needed for the approved, and statutorily – endorsed, congestion relief projects. This is equivalent to approximately 25% of the funds promised for the program over its six years. The Governor’s Proposal suggests that these underfunded projects should compete with other approved state and local transportation projects (in the STIP). Essentially, the situation would be one of too many projects chasing too few dollars.

The competition for remaining funding between TCRP and STIP projects would require the delay and/or abandonment of numerous transportation projects, especially in greater Los Angeles and the Bay Area, due to the concentration of TCRP projects in those two regions. The Department of Transportation and regional transportation agencies would have to reconstitute their respective transportation programs, either formally or informally. Project delays would increase the projects’ ultimate costs while project abandonment would impede statewide mobility and increase congestion. The state would fall further behind in its attempts to maintain and expand the transportation infrastructure.

***Legislative Options.*** The December Revision would reduce funding for transportation investments by a total \$1.7 billion through the 2003-04 budget-year. Major programs that are targeted for reductions include the Traffic Congestion Relief Program (-\$1.3 billion), local street and road maintenance (-\$237 million), the Public Transportation Account (-\$74 million) and the State Highway Account (-\$57 million; -\$147 million offset by the proposed \$90 million reversion for local street and road maintenance.).

These proposed reductions come at a time when transportation revenues are already below projections. As previously mentioned, the SHA has a projected cash shortfall of \$173 million in the current fiscal-year and a \$634 million shortfall in the 2003-04 budget-year. Assuming the Legislature approves the Governor's current-year proposal to suspend the \$90 million Highway Account transfer for local streets and roads, the SHA still faces an \$83 million shortfall in 2002-03. The Legislature needs to address the financial status of the highway account even without funding issues posed by the Governor's refinancing proposal.

The Governor's budget revision proposals have thrown a cloak of uncertainty over both the Traffic Congestion Relief Program (TCRP) and the State Transportation Improvement Program (STIP). While the administration has suggested that it intends to fold the TCRP projects into the STIP, it has proposed neither a trailer bill to achieve that objective nor a revenue source to fund all of the projects demanding revenue.

For the Legislature to consider meaningful alternatives to the Governor's mid-year proposals, the Governor's Budget proposal due on January 10, 2003, must articulate the Administration's intent with respect to the future of the Transportation Congestion Relief Plan (TCRP) and the fiscal instability and deficiencies of the current STIP.

The following are issues and options for the Legislature to consider.

- 1. Is the administration's proposal to reduce funding to the TCRP a one-time action, or is the proposal part of a broader effort to repeal the TCRP entirely and require regional agencies to fund TCRP projects on their own and through the STIP process?*

**Staff Comment:** If the proposal is a one-time reduction, the Legislature could simply modify the Governor's proposal by allowing the reduction now and requiring the General Fund to pay back the amount reduced at a future date (essentially extending the timeframe for the TCRP). If the proposal is to repeal the TCRP, see number 2 below.

- 2. Given the current condition of the State Highway Account (SHA), the STIP cannot absorb the TCRP projects. Therefore, will the administration propose additional resources to fund those projects? If not, numerous TCRP projects will simply go without funding and will have to be delayed or cancelled.*

**Staff Comment:** The Legislature approved the TCRP projects in statute. To the extent that Members want to see the projects continue, they may wish to consider additional sources of revenue to fund the projects (e.g., statewide gas tax, regional gas tax, allow local to raise their own transportation revenues with a majority vote, etc.).

3. *Will the administration propose any additional resources to address the current funding shortfall in the State Highway Account (SHA)?*

**Staff Comment:** Part of the problem in the SHA is lower than expected revenues from truck weight fees. Two years ago, the administration sponsored legislation, SB 2084 (Polanco), that overhauled the formula and process for collecting weight fees. The legislation was intended to be revenue neutral, but it was not. The Department of Finance estimates that weight fee revenues will be down \$164 million in the current year. The Legislature may wish to consider changing the truck weight fee formula to at least achieve revenue neutrality for the state highway account as originally intended.

4. *Will the administration propose to suspend the gasoline sales tax transfer from the General Fund to the Transportation Investment Fund over more than one fiscal year?*

**Staff Comment:** If, the administration proposes to suspend the gasoline sales tax transfer indefinitely as suggested, the condition of transportation funding will significantly diminish. While the General Fund would benefit from this action, over \$1 billion in annual funding would be lost for TCRP and STIP projects, local street and road maintenance, and transit operating and capital investments.

A broader issue to consider is the transportation sector's partial reliance on gasoline sales tax revenues from the General Fund. Notwithstanding the constitutional dedication of these funds to transportation, General Fund appropriations for transportation will likely be targeted for reductions as this budget crisis continues and future crises emerge. Policymakers should consider whether the volatility and vulnerability associated with this financing structure—and the project casualties and delays caused by constant funding instability—is an acceptable situation. Members may wish to consider adopting more stable sources of transportation funding that would not rise or fall based on the General Fund's condition. Options could include looking at traditional



transportation user fees or assisting local governments in raising their own transportation revenues.

***Staff Recommendation:*** The Administration proposes over \$210 million in transfers and/or reversions to the General Fund for the current-year. Of the Governor's \$1.8 billion in savings, \$1.55 billion deals with actions that will not occur until the 2003-04 fiscal-year. It is important to note that suspending the gasoline sales tax transfer to the TIF and deleting the \$500 million General Fund loan repayment to the TCRF will not provide any savings for the current fiscal year.

Until the Administration provides a more detailed proposal that outlines how the existing SHA shortfall will be corrected, how the Transportation Commission will administer the TCRP, and how the Regional Transportation Planning Agencies will incorporate the TCRP projects with their local STIP projects, staff recommends the Legislature only approve the current-year transportation proposals. In reference to the \$90 million SHA reversion, the Administration should indicate if there are legal ramifications for local governments that have already signed contracts for street and road maintenance projects.

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*Review prepared by:*

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**APPENDIX A**  
**History/Background on Traffic Congestion Relief Program**

**2000**

In the Spring of 2000, the Governor proposed the establishment of a six-year Traffic Congestion Relief Program (TCRP) to fund scores of transportation projects, using revenues from the General Fund and the state sales tax on gasoline. The Legislature deliberated and held hearings on the proposal, modified the plan and then enacted the TCRP through the passage of AB 2928 which the Governor signed on July 6, 2000.

The TCRP legislation provided, over the program's six-year period, approximately \$6,800,000,000 for transportation projects and programs, including approximately \$4,900,000,000 for specified congestion relief projects, \$600,000,000 in additional STIP funds, \$1,000,000,000 in local streets and roads monies and \$300,000,000 in Public Transportation Account funds (transit and rail programs.)

Specifically, AB 2928 (and its companion cleanup measure, SB 1662) did the following:

1. Appropriated \$1.5 billion (\$1,500,000,000) from the General Fund and transferred \$500,000,000 from gasoline sales tax revenues to a new Transportation Congestion Relief Fund (\$2 billion total), for the purposes of funding transportation projects in the Traffic Congestion Relief Plan (\$1.6 billion) and funding local streets and roads maintenance, rehabilitation and reconstruction (\$400,000,000) in Budget Year 2000-01.
2. For the 5-year period July 1, 2001 to June 30, 2006, transferred the state's share of revenues from the sales tax on gasoline from the General Fund to a new Transportation Infrastructure Fund (TIF).
3. From the transferred gasoline sales tax revenues in the TIF:
  - (a) Appropriated a total of \$3,390,000,000 to the Transportation Congestion Relief Fund on a quarterly basis (\$678,000,000 annually) for the 5 years to fully fund the Governor's commitment to specific transportation projects contained in the bill.

(b) Appropriated the remaining funds as follows:

- (1) 40% to the Department of Transportation for the State Transportation Improvement Program (STIP).
  - (2) 40% to cities and counties (20% to cities and 20% to counties) for subventions for maintenance, rehabilitation and reconstruction work on local streets and roads according to a specified formula.
  - (3) 20% to the Public Transportation Account for transit and rail purposes and programs.
4. Provided a list of specific projects eligible for funding, the amount of state funding available, a description of the project and each lead applicant agency for the funding.
  5. Established an application process for the projects specified in the bill, provided a “flexibility” process for application for a substitute or alternative project when, a) the designated project is delayed by external factors, b) there are not sufficient matching funds, c) the original project is inconsistent with the regional transportation plan or d) the project’s completion would jeopardize previously-approved STIP projects, and established guidelines and timelines for the use of allocated project funds.
  6. Required the local streets and roads subventions to be used for specific maintenance and repair purposes, and required cities and counties to maintain their current transportation expenditures (“maintenance of effort”) as a condition of continued funding from the sales tax revenues.
  7. Included provisions protecting the Proposition 98 (education) funding calculation and the Vehicle License Fee offset calculation from the effects of the sale tax transfer, and changed the STIP period from a four-year cycle to a five-year cycle.

## **2001**

In 2001, the Governor’s May Revise proposal included a plan to refinance and restructure the Traffic Congestion Relief Program for the purpose of making funds available to address the state’s budget deficit in the General Fund. Generally, the

refinancing plan proposed a two-year deferral of the gasoline sales tax shift to the TCRP, to be repaid in later years, plus a series of loans, advances and repayments among various transportation funds and the General Fund.

AB 438 is the transportation trailer bill enacted in July 2001 as part of the 2001-02 Budget to effect the refinancing agreement. Specifically, AB 438 did the following:

1. Postponed by two years, until 2003-04, the transfer of gasoline sales tax revenues deposited in the General Fund for purposes of the Traffic Congestion Relief Act. The transfer of the sales tax funds was extended two years through 2007-08, rather than the 2005-06, to make up for the two-year startup delay.
2. Continued the funding of local street and road maintenance at the original dollar amounts provided under AB 2928. The funding source was shifted from the State Highway Account (SHA), however, in 2001-02 and 2002-03 rather than from Transportation Investment Fund (TIF), with SHA funds to be paid back from gasoline sales tax revenues in 2006-07 and 2007-08.
3. Authorized the Department of Transportation to make short-term loans among the SHA, TIF, PTA and the TCRF for cash flow and financing purposes. Such loans were required to be repaid in the same fiscal year as made or when needed to meet cash expenditure needs in the loaning fund or account.
4. Authorized long-term loans from the PTA or SHA to the TCRF as part of the annual Budget Act in order to meet the cash flow requirements of the Transportation Congestion Relief Program (TCRP). It allowed the Director of Finance to authorize an interest free loan of up to \$100 million from the Motor Vehicle Account (MVA) between July 1, 2004 and July 1, 2007, and an unspecified amount from the GF to TCRF. The MVA loan could not be made, or would be repaid immediately, if the funds were needed to make expenditures authorized in the Budget Act or other appropriation by the Legislature. Loans from the PTA were capped at a cumulative \$280 million and loans from the SHA were to be capped at a cumulative \$180 million over the life of the legislation.
5. Specified dates for the repayment of the various loans and transfers, as well as repealing the loan and transfer authorizations on specified dates after completion of the various authorized financial transactions.
6. Required periodic reporting to the Legislature on the loans, cash flow,

expenditures, fund conditions and other financial transactions.

## **2002**

In January 2002, the Governor's proposed budget for 2002-03 projected a cumulative 18-month, current year deficit of at least \$12.5 billion. The Legislature and the Governor agreed on mid year budget reductions to help ease the funding shortfall, with further reductions, fund transfers, revenue accelerations and revenue increases being proposed for the 2002-03 budget year. Transportation programs and funds were included in the budget deficit reduction proposals, especially with regard to the Transportation Congestion Relief Fund and the State Highway Account.

SB 1834 was enacted as the major transportation budget trailer bill. This bill, and related legislation, further revised and extended the transportation loan and refinancing scheme enacted the year before to make revenue available to the General Fund. Specifically, the new legislation:

1. Authorized an additional \$474 million loan from the State Highway Account to the Traffic Congestion Relief Fund to meet the cash-flow needs of the TCR Program. The 2001-02 Budget had authorized a \$180 million loan from the SHA to the TCRF. As a result of SB 1854, the total amount of all loans from SHA to the TCRF is \$654 million. All loans from SHA are to be repaid by June 30, 2007.
2. Required the General Fund to repay the \$474 million SHA loan with interest at the rate earned by the Surplus Money Investment Fund. SB 1834 also authorized a \$173 million current-year (2001-02) loan to the GF from the SHA, to be repaid by June 30, 2005, and with interest calculated annually.
3. Established specific cash management requirements for the TCR Fund, SHA, and the Toll Bridge Seismic Retrofit Account and required the Department of Transportation to provide to the Legislature the monthly cash balances, revenues, and expenditures for the TCR Fund, SHA, and Retrofit Account. The bill also allowed short term loans from the General Fund back to the SHA to ensure adequate cash for ongoing transportation expenditures and projects.
4. Declared legislative intent that the new loans shall not delay the delivery of transportation projects that are funded from the SHA or the TCRF.

This bill, along with another \$50 million loan from the SHA to the General Fund and other provisions of the Budget, provided General Fund fiscal relief of \$1.2 billion for 2002-03.

### **Proposition 42 (ACA 4)**

As part of the 2002-03 budget agreement, the Legislature passed Assembly Constitutional Amendment 4 for consideration by voters on the statewide March 2002 ballot. ACA 4 proposed the permanent constitutional dedication of the state sales tax on gasoline for transportation purposes. ACA 4 (Proposition 42) was approved by the voters and does the following:

1. Requires for 2003-04 and each subsequent fiscal year, that the state's share of gasoline sales tax revenues deposited in the General Fund shall be transferred to the Transportation Investment Fund (TIF). For 2003-04 to 2007-08, the monies in the TIF are "grandfathered" for purposes of the Traffic Congestion Relief Program and the General Fund – transportation loan and refinancing plans previously enacted by the Legislature and described in I-III above.
2. Requires for 2008-09 and each fiscal year thereafter, that the TIF sales tax revenues be allocated solely for three major transportation purposes: a) public transit and mass transportation, b) capital improvement projects according to State Transportation Improvement Program (STIP) provisions, and c) city and county street maintenance, rehabilitation, reconstruction and storm damage repair.
3. Requires that in 2008-09 and beyond that the gasoline sales tax revenues be allocated as follows: 20% to transit, 40% to cities and counties (20% to each group) and 40% to the STIP.
4. Authorizes the suspension of the sales tax revenue transfer to transportation from the General Fund for a fiscal year if a) the Governor issues a proclamation that the transfer would have a significant fiscal impact on General Fund program activities and b) the Legislature enacts a 2/3 vote statute concurring in the suspension of the transfer for that fiscal year, and provided that the bill does contain any other unrelated provision (that is, it must be a stand-alone bill).

**APPENDIX B**  
**CURRENT STATUS OF TCRP PROJECTS**

Project #	Description	Authorized in Legislation	Expended	At-Risk(Potentially Eliminated from TCRP)
1.1	BART to San Jose; extend BART from Fremont to Downtown San Jose in Santa Clara and Alameda Counties. Fremont to Warm Springs	\$111,433,000	\$0	\$111,433,000
1.2	BART to San Jose; extend BART from Fremont to Downtown San Jose in Santa Clara and Alameda Counties. Warm Springs to San Jose	\$613,567,000	\$3,062,051	\$610,504,949
2	Fremont-South Bay Commuter Rail; Alternate Project; Acquire rail line for BART to San Jose	\$35,000,000	\$0	\$35,000,000
3	Route 101; widen freeway from four to eight lanes south of San Jose, Bernal Road to Burnett Avenue in Santa Clara County.	\$25,000,000	\$3,296,606	\$21,703,394
4	Route 680; add northbound HOV lane over Sunol Grade, Milpitas to Route 84 in Santa Clara and Alameda Counties.	\$60,000,000	\$288,464	\$59,711,536
5	Route 101; add northbound lane to freeway through San Jose, Route 87 to Trimble Road in Santa Clara County.	\$5,000,000	\$4,346,000	\$654,000
6	Route 262; major investment study for cross connector freeway, Route 680 to Route 880 near Warm Springs in Santa Clara County.	\$1,000,000	\$470,688	\$529,312
7.1	CalTrain; expand service to Gilroy; improve parking, stations, and platforms along UPRR line in Santa Clara County. Second main track between Tamien and Lick.	\$22,000,000	\$0	\$22,000,000

7.2 CalTrain; expand service to Gilroy; improve parking, stations, and platforms along UPRR line in Santa Clara County. Platform modifications and Gilroy Storage Tracks.	\$6,500,000		\$6,500,000
7.3 CalTrain; expand service to Gilroy; improve parking, stations, and platforms along UPRR line in Santa Clara County. Other improvements	\$26,500,000		\$26,500,000
8 Route 880; reconstruct Coleman Avenue Interchange near San Jose Airport in Santa Clara County.	\$5,000,000	\$4,474,612	\$525,388
9.1 Capitol Corridor; improve intercity rail line between Oakland and San Jose, and at Jack London Square and Emeryville stations in Alameda and Santa Clara Counties. Harder Road Overcrossing Project - \$600,000	\$600,000	\$600,000	\$0
9.2 Capitol Corridor; improve intercity rail line between Oakland and San Jose, and at Jack London Square and Emeryville stations in Alameda and Santa Clara Counties. Emeryville Station Project - \$3,150,000 (adj between 9.2 & 9.3 pending)	\$3,150,000	\$0	\$3,150,000
9.3 Capitol Corridor; improve intercity rail line between Oakland and San Jose, and at Jack London Square and Emeryville stations in Alameda and Santa Clara Counties. Jack London Square Project - \$1,750,000 (adj between 9.2 & 9.3 pending)	\$1,750,000	\$0	\$1,750,000
9.4 Capitol Corridor; improve intercity rail line between Oakland and San Jose, and at Jack London Square and Emeryville stations in Alameda	\$19,500,000	\$0	\$19,500,000



and Santa Clara Counties.  
Oakland to San Jose -  
\$19,500,000

10 Regional Express Bus; acquire low-emission buses for new express service on HOV lanes regionwide. In nine counties.	\$40,000,000	\$4,810,000	\$35,190,000
11 San Francisco Bay Southern Crossing; complete feasibility and financial studies for new San Francisco Bay crossing (new bridge, HOV/Transit bridge or second BART tube) in Alameda and San Francisco or San Mateo Counties. Segment I - 2000 SF Bay Crossing	\$5,000,000	\$2,152,046	\$2,847,954
12.1 Bay Area Transit Connectivity; complete studies of, and fund related improvements for, the I-580 Livermore Corridor; the Hercules Rail Station and related improvements, West Contra Costa County and Route 4 Corridors in Alameda and Contra Costa Counties.	\$7,000,000	\$1,244,637	\$5,755,363
12.2 Bay Area Transit Connectivity; complete studies of, and fund related improvements for, the I-580 Livermore Corridor; the Hercules Rail Station and related improvements, West Contra Costa County and Route 4 Corridors in Alameda and Contra Costa Counties.	\$3,000,000	\$52,564	\$2,947,436
12.3 Bay Area Transit Connectivity; complete studies of, and fund related improvements for, the I-580 Livermore Corridor; the Hercules Rail Station and related improvements, West Contra Costa County and Route 4 Corridors in Alameda and Contra Costa Counties.	\$7,000,000	\$1,200,000	\$5,800,000

13 CalTrain Peninsula Corridor; acquire rolling stock, add passing tracks, and construct pedestrian access structure at stations between San Francisco and San Jose in San Francisco, San Mateo, and Santa Clara Counties. Construction of 3rd and 4th Track	\$127,000,000	\$45,000,414	\$81,999,586
14 CalTrain; extension to Salinas in Monterey County.	\$20,000,000	\$68,903	\$19,931,097
15 Caldecott Tunnel; add fourth bore tunnel with additional lanes in Alameda and Contra Costa Counties.	\$20,000,000	\$2,032,448	\$17,967,552
16.1 Route 4; construct one or more phases of improvements to widen freeway to eight lanes from Railroad through Loveridge Road, including two high-occupancy vehicle lanes, and to six or more lanes from east of Loveridge Road through Hillcrest. (SEG 1 - Railro	\$25,000,000	\$19,852,126	\$5,147,874
16.2 Route 4; construct one or more phases of improvements to widen freeway to eight lanes from Railroad through Loveridge Road, including two high-occupancy vehicle lanes, and to six or more lanes from east of Loveridge Road through Hillcrest. (SEG 2 - Loveri	\$14,000,000	\$0	\$14,000,000
17 Route 101; add reversible HOV lane through San Rafael, Sir Francis Drake Boulevard to North San Pedro Road in Marin County. SEGMENT 1	\$15,000,000	\$277,594	\$14,722,406
18 Route 101; widen eight miles of freeway to six lanes, Novato to Petaluma (Novato Narrows) in Marin and Sonoma Counties.	\$21,000,000	\$735,360	\$20,264,640
19 Bay Area Water Transit Authority; establish a regional water transit system beginning	\$2,000,000	\$0	\$2,000,000

with Treasure Island in the City and County of San Francisco.

20.1	San Francisco Muni Third Street Light Rail; extend Third Street line to Chinatown (tunnel) in the City and County of San Francisco. (Third Street - Bayshore extension)	\$126,000,000	\$0	\$126,000,000
20.2	San Francisco Muni Third Street Light Rail; extend Third Street line to Chinatown (tunnel) in the City and County of San Francisco. (Central Subway)	\$14,000,000	\$0	\$14,000,000
21	San Francisco Muni Ocean Avenue Light Rail; reconstruct Ocean Avenue light rail line to Route 1 near California State University, San Francisco, in the City and County of San Francisco.	\$7,000,000	\$5,093,834	\$1,906,166
22	Route 101; environmental study for reconstruction of Doyle Drive, from Lombard St./Richardson Avenue to Route 1 Interchange in City and County of San Francisco.	\$15,000,000	\$0	\$15,000,000
23	CalTrain Peninsula Corridor; complete grade separations at Poplar Avenue in (San Mateo), 25th Avenue (San Mateo), and Linden Avenue (South San Francisco) in San Mateo County.	\$15,000,000	\$0	\$15,000,000
24	Vallejo Baylink Ferry; acquire low-emission ferryboats to expand Baylink Vallejo-San Francisco service in Solano County.	\$5,000,000	\$27,367	\$4,972,633
25.1	I-80/I-680/Route 12 Interchange in Fairfield in Solano County; 12 interchange complex in seven stages (Stage 1). MIS/Corridor Study	\$1,000,000	\$1,000,000	\$0

25.2 I-80/I-680/Route 12 Interchange in Fairfield in Solano County; 12 interchange complex in seven stages (Stage 1). North Connector	\$3,000,000	\$8,643	\$2,991,357
25.3 I-80/I-680/Route 12 Interchange in Fairfield in Solano County; 12 interchange complex in seven stages (Stage 1).	\$9,000,000	\$0	\$9,000,000
26 ACE Commuter Rail; add siding on UPRR line in Livermore Valley in Alameda County.	\$1,000,000	\$0	\$1,000,000
27.1 Vasco Road Safety and Transit Enhancement Project in Alameda and Contra Costa Counties. Vasco Road Re-alignment - \$6,500,000	\$6,500,000	\$40,345	\$6,459,655
27.2 Vasco Road Safety and Transit Enhancement Project in Alameda and Contra Costa Counties. Vasco Road ACE Parking - \$3,000,000	\$3,000,000	\$98,308	\$2,901,692
27.3 Vasco Road Safety and Transit Enhancement Project in Alameda and Contra Costa Counties. Valley Center Project Parking - \$1,500,000	\$1,500,000	\$520,000	\$980,000
28 Parking Structure at Transit Village at Richmond BART Station in Contra Costa County.	\$5,000,000	\$0	\$5,000,000
29 AC Transit; buy two fuel cell buses and fueling facility for demonstration project in Alameda and Contra Costa Counties.	\$8,000,000	\$0	\$8,000,000
30 Implementation of commuter rail passenger service from Cloverdale south to San Rafael and Larkspur in Marin and Sonoma Counties.	\$37,000,000	\$1,332,903	\$35,667,097

31	Route 580; construct eastbound and westbound HOV lanes from Tassajara Road/Santa Rita Road to Vasco Road in Alameda County.	\$25,000,000	\$885,978	\$24,114,022
32.1	North Coast Railroad; repair and upgrade track to meet Class II (freight) standards in Napa, Sonoma, Marin, Mendocino and Humboldt Counties. Subparagraph (a)(2) defray administrative costs.	\$1,000,000	\$983,539	\$16,461
32.2	North Coast Railroad; repair and upgrade track to meet Class II (freight) standards in Napa, Sonoma, Marin, Mendocino and Humboldt Counties. Subparagraph (b) completion of rail line from Lombard to Willits.	\$600,000	\$600,000	\$0
32.3	North Coast Railroad; repair and upgrade track to meet Class II (freight) standards in Napa, Sonoma, Marin, Mendocino and Humboldt Counties. Subparagraph (c) completion of rail line from Willits to Arcata.	\$1,000,000	\$400,000	\$600,000
32.4	North Coast Railroad; repair and upgrade track to meet Class II (freight) standards in Napa, Sonoma, Marin, Mendocino and Humboldt Counties. Subparagraph (d) upgrade rail line to Class II or III standards.	\$5,000,000	\$100,000	\$4,900,000
32.5	North Coast Railroad; repair and upgrade track to meet Class II (freight) standards in Napa, Sonoma, Marin, Mendocino and Humboldt Counties. Subparagraph (e) environmental remediation projects.	\$4,100,000	\$331,000	\$3,769,000
32.6	North Coast Railroad; repair and upgrade track to meet Class II (freight) standards in Napa, Sonoma, Marin, Mendocino and Humboldt Counties. Subparagraph (f) debt reduction.	\$10,000,000	\$10,000,000	\$0

32.7 North Coast Railroad; repair and upgrade track to meet Class II (freight) standards in Napa, Sonoma, Marin, Mendocino and Humboldt Counties. Sub-paragraph (g) local match funds.	\$1,800,000	\$0	\$1,800,000
32.8 North Coast Railroad; repair and upgrade track to meet Class II (freight) standards in Napa, Sonoma, Marin, Mendocino and Humboldt Counties. Sub-paragraph (h) fund repayment of federal loan obligations.	\$5,500,000	\$5,500,000	\$0
32.9 North Coast Railroad; repair and upgrade track to meet Class II (freight) standards in Napa, Sonoma, Marin, Mendocino and Humboldt Counties. Sub-paragraph (i) long term stabilization.	\$31,000,000	\$0	\$31,000,000
33 Bus Transit; acquire low-emission buses for Los Angeles County MTA bus transit service.	\$150,000,000	\$0	\$150,000,000
34 Blue Line to Los Angeles; new rail line Pasadena to Los Angeles in Los Angeles County.	\$40,000,000	\$40,000,000	\$0
35.1 Pacific Surfliner; triple track intercity rail line within Los Angeles County and add run-through-tracks through Los Angeles Union Station in Los Angeles County. Run-thru tracks	\$28,000,000	\$1,562,674	\$26,437,326
35.2 Pacific Surfliner; triple track intercity rail line within Los Angeles County and add run-through-tracks through Los Angeles Union Station in Los Angeles County. Triple track	\$66,936,000	\$0	\$66,936,000
35.3 Pacific Surfliner; triple track intercity rail line within Los Angeles County and add run-through-tracks through LA Union Station in Los Angeles County. Fifth lead track.	\$5,064,000	\$0	\$5,064,000

36	Los Angeles Eastside Transit Extension; build new light rail line in East Los Angeles, from Union Station to Atlantic via 1st Street to Lorena in Los Angeles County (design/build).	\$236,000,000	\$13,033,575	\$222,966,425
37.1	Los Angeles Mid-City Transit Improvements; build Bus Rapid Transit system or Light Rail Transit in Mid-City/Westside/Exposition Corridors in Los Angeles County. Wilshire BRT (design/build)	\$228,900,000	\$1,509,226	\$227,390,774
37.2	Los Angeles Mid-City Transit Improvements; build Bus Rapid Transit system or Light Rail Transit in Mid-City/Westside/Exposition Corridors in Los Angeles County. Mid-City/Exposition LRT	\$27,100,000	\$470,139	\$26,629,861
38.1	LA-San Fernando Valley Transit Extension; (A) build an East-West Bus Rapid Transit system in the Burbank-Chandler corridor, from North Hollywood to Warner Center. (\$145,000,000) (design/build).	\$145,000,000	\$9,266,790	\$135,733,210
38.2	Los Angeles-San Fernando Valley Transit Extension; (B) build an North-South corridor bus transit project that interfaces with the foregoing East-West Burbank-Chandler corridor project and with the Ventura Boulevard Rapid Bus project. (\$100,000,000)	\$100,000,000	\$243,395	\$99,756,605
39	Route 405; add northbound HOV lane over Sepulveda Pass, Route 10 to Route 101 in Los Angeles County.	\$90,000,000	\$2,632,769	\$87,367,231
40	Route 10; add HOV lanes on San Bernardino Freeway over Kellogg Hill, near Pomona, Route 605 to Route 57 in Los Angeles County.	\$90,000,000	\$505,100	\$89,494,900

41.1	Route 5; add HOV lanes on Golden State Freeway through San Fernando Valley, Route 170 (Hollywood Freeway) to Route 14 (Antelope Valley Freeway) in Los Angeles County. (SEG 1 Route 118 to Route 14)	\$29,950,000	\$171,437	\$29,778,563
41.2	Route 5; add HOV lanes on Golden State Freeway through San Fernando Valley, Route 170 (Hollywood Freeway) to Route 14 (Antelope Valley Freeway) in Los Angeles County. (SEG 2 Route 170 to Route 118)	\$20,050,000	\$283,502	\$19,766,498
42.1	Route 5; widen Santa Ana Freeway to 10 lanes (two HOV + two mixed flow), Orange County line to Route 710, with related major arterial improvements, in Los Angeles County. (SEG A - County Line to Rte. 605)	\$109,000,000	\$901,675	\$108,098,325
42.2	Route 5; widen Santa Ana Freeway to 10 lanes (two HOV + two mixed flow), Orange County line to Route 710, with related major arterial improvements, in Los Angeles County. (SEG B - Rte. 605, inc. IC to Rte. 710)	\$8,000,000	\$0	\$8,000,000
42.3	Route 5; widen Santa Ana Freeway to 10 lanes (two HOV + two mixed flow), Orange County line to Route 710, with related major arterial improvements, in Los Angeles County. (SEG C - Rte. 710 IC)	\$8,000,000	\$0	\$8,000,000
43	Route 5; improve Carmenita Road Interchange in Norwalk in Los Angeles County.	\$71,000,000	\$0	\$71,000,000
44	Route 47 (Terminal Island Freeway); construct interchange at Ocean Boulevard Overpass in the Long Beach in LA County.	\$18,400,000	\$0	\$18,400,000



45 Route 710; complete Gateway Corridor Study, Los Angeles/Long Beach ports to Route 5 in Los Angeles County.	\$2,000,000	\$157,760	\$1,842,240
46 Route 1; reconstruct intersection at Route 107 in Torrance in Los Angeles County.	\$2,000,000	\$480,384	\$1,519,616
47 Route 101; California Street off-ramp in Ventura County.	\$15,000,000	\$248,615	\$14,751,385
48 Route 101; corridor analysis and PSR to improve corridor from Route 170 (North Hollywood Freeway) to Route 23 in Thousand Oaks (Ventura County) in Los Angeles and Ventura Counties.	\$3,000,000	\$0	\$3,000,000
49 Hollywood Intermodal Transportation Center; intermodal facility at Highland Avenue and Hawthorn Avenue in the City of Los Angeles.	\$10,000,000	\$0	\$10,000,000
50 Route 71; complete three miles of six-lane freeway through Pomona, from Route 10 to Route 60 in Los Angeles County.	\$30,000,000	\$2,416,587	\$27,583,413
51 Route 101/405; add auxiliary lane and widen ramp through freeway interchange in Sherman Oaks in Los Angeles County.	\$21,000,000	\$1,828,758	\$19,171,242
52 Route 405; add HOV and auxiliary lanes for 1 mile in West Los Angeles, from Waterford Avenue to Route 10 in Los Angeles County.	\$25,000,000	\$0	\$25,000,000
53 Automated Signal Corridors (ATSAC); improve 479 automated signals in Victory/Ventura Corridor, and add 76 new automated signals in Sepulveda Boulevard and Route 118 Corridors in Los Angeles County.	\$16,000,000	\$2,005,849	\$13,994,151

54.1 Alameda Corridor East; build grade separations on Burlington Northern-Santa Fe and Union Pacific Railroad lines, downtown Los Angeles to Los Angeles County line in Los Angeles County. ACE	\$130,300,000	\$2,058,252	\$128,241,748
54.2 Alameda Corridor East; build grade separations on Burlington Northern-Santa Fe and Union Pacific Railroad lines, downtown Los Angeles to Los Angeles County line in Los Angeles County. Santa Fe Springs	\$15,300,000	\$0	\$15,300,000
54.3 Alameda Corridor East; build grade separations on Burlington Northern-Santa Fe and Union Pacific Railroad lines, downtown Los Angeles to Los Angeles County line in Los Angeles County. Pico Rivera	\$4,400,000	\$0	\$4,400,000
55.1 Alameda Corridor East; build grade separations on Burlington Northern-Santa Fe and Union Pacific Railroad lines, Los Angeles County line to Colton, with rail-to-rail separation at Colton in San Bernardino County. Montclair	\$18,800,000	\$135,396	\$18,664,604
55.2 Alameda Corridor East; build grade separations on Burlington Northern-Santa Fe and Union Pacific Railroad lines, Los Angeles County line to Colton, with rail-to-rail separation at Colton in San Bernardino County. Ontario	\$34,178,000	\$324,214	\$33,853,786
55.3 Alameda Corridor East; build grade separations on Burlington Northern-Santa Fe and Union Pacific Railroad lines, Los Angeles County line to Colton, with rail-to-rail separation at Colton in San Bernardino County. SANBAG	\$42,022,000	\$442,585	\$41,579,415

56 Metrolink; track and signal improvements on Metrolink; San Bernardino line in San Bernardino County.	\$15,000,000	\$3,961,370	\$11,038,630
57 Route 215; add HOV lanes through downtown San Bernardino, Route 10 to Route 30 in San Bernardino County.	\$25,000,000	\$0	\$25,000,000
58 Route 10; widen freeway to eight-lanes through Redlands, Route 30 to Ford Street in San Bernardino County.	\$10,000,000	\$0	\$10,000,000
59 Route 10; Live Oak Canyon Interchange in the City of Yucaipa in San Bernardino County.	\$11,000,000	\$1,229,051	\$9,770,949
60.1 Route 15; southbound truck climbing lane at two locations in San Bernardino County. Near Barstow. East Main Street/Calico Ghost Town Rd.	\$10,000,000	\$685,866	\$9,314,134
61 Route 10; reconstruct Apache Trail Interchange east of Banning in Riverside County.	\$30,000,000	\$634,378	\$29,365,622
62 Route 91; add HOV lanes through downtown Riverside, Mary Street to Route 60/215 junction in Riverside County. Mary Street to University Ave.	\$20,000,000	\$423,642	\$19,576,358
62.1 Route 91; add HOV lanes through downtown Riverside, Mary Street to Route 60/215 junction in Riverside County. University Ave. to Rte/60/91/215 IC	\$20,000,000	\$0	\$20,000,000
63 Route 60; add seven miles of HOV lanes west of Riverside, Route 15 to Valley Way in Riverside County.	\$25,000,000	\$2,997,340	\$22,002,660
64.1 Route 91; improve the Green River Interchange and add auxiliary lane and connector ramp east of the Green River Interchange to northbound 71 in Riverside County. (Reconstruct Green River interchange)	\$5,000,000	\$0	\$5,000,000

70.1 Route 22; add HOV lanes on Garden Grove Freeway, Route I-405 to Route 55 in Orange County. (SOUNDWALL)	\$22,300,000	\$7,484,599	\$14,815,401
70.2 Route 22; add HOV lanes on Garden Grove Freeway, Route I-405 to Route 55 in Orange County. (design/build HOV)	\$173,400,000	\$9,177,250	\$164,222,750
70.3 Route 22; add HOV lanes on Garden Grove Freeway, Route I-405 to Route 55 in Orange County. (REPLACEMENT PLANTING)	\$10,800,000	\$0	\$10,800,000
73 Alameda Corridor East; (Orangethorpe Corridor) build grade separations on Burlington Northern-Santa Fe line, Los Angeles County line through Santa Ana Canyon in Orange County.	\$28,000,000	\$8,353,000	\$19,647,000
74.1 Pacific Surfliner; double track intercity rail line within San Diego County, add maintenance yard in San Diego County. (Oceanside Double Tracking)	\$6,000,000	\$2,668	\$5,997,332
74.2 Pacific Surfliner; double track intercity rail line within San Diego County, add maintenance yard in San Diego County. (LOSSAN Corridor EIS/EIR)	\$15,262,000	\$1,704,112	\$13,557,888
74.3 Pacific Surfliner; double track intercity rail line within San Diego County, add maintenance yard in San Diego County. (Maintenance Yard)	\$22,000,000	\$0	\$22,000,000
74.4 Pacific Surfliner; double track intercity rail line within San Diego County, add maintenance yard in San Diego County. (Track & signal imp at Fallbrook)	\$450,000	\$199,426	\$250,574
74.5 Pacific Surfliner; double track intercity rail line within San Diego County, add maintenance yard in San Diego County. (Encinitas Passing Track)	\$3,288,000	\$0	\$3,288,000

75.1 San Diego Transit Buses; acquire about 85 low-emission buses for San Diego transit service in San Diego County. MTDB	\$21,000,000	\$591,496	\$20,408,504
75.2 San Diego Transit Buses; acquire about 85 low-emission buses for San Diego transit service in San Diego County. NCTD	\$9,000,000	\$820,815	\$8,179,185
76 Coaster Commuter Rail; acquire one new train set to expand commuter rail in San Diego County.	\$14,000,000	\$13,072,711	\$927,289
77 Route 94; complete environmental studies to add capacity to Route 94 corridor, downtown San Diego to Route 125 in Lemon Grove.	\$20,000,000	\$876,641	\$19,123,359
78 East Village access; improve access to light rail from new in-town East Village development in San Diego County.	\$15,000,000	\$0	\$15,000,000
79 North County Light Rail; build new 20-mile light rail line from Oceanside to Escondido.	\$80,000,000	\$0	\$80,000,000
80 Mid-Coast Light Rail; extend Old Town light rail line 6 (3.5) miles to Balboa Avenue in San Diego County.	\$10,000,000	\$0	\$10,000,000
81 San Diego Ferry; acquire low-emission high-speed ferryboat for new off-coast service between San Diego and Oceanside.	\$5,000,000	\$2,492,641	\$2,507,359
82 Routes 5/805; reconstruct and widen freeway interchange, Genesee Avenue to Del Mar Heights Road in San Diego County.	\$25,000,000	\$1,812,277	\$23,187,723
83.1 Route 15; add high-tech managed lane on I-15 freeway north of San Diego (Stage 1) from Route 163 to Route 78 in San Diego County. TRANSIT ELEMENTS	\$28,800,000	\$5,500,000	\$23,300,000

83.2 Route 15; add high-tech managed lane on I-15 freeway north of San Diego (Stage 1) from Route 163 to Route 78 in San Diego County. FWY ELEMENTS	\$41,200,000	\$18,448,715	\$22,751,285
84 Route 52; build four miles of new six-lane freeway to Santee, Mission Gorge to Route 67 in San Diego County.	\$45,000,000	\$23,634,507	\$21,365,493
85 Route 56; construct approximately five miles of new freeway alignment between I-5 and I-15 from Carmel Valley to Rancho Penasquitos in the City of San Diego in San Diego County.	\$25,000,000	\$10,832,135	\$14,167,865
86 Route 905; build new six-lane freeway on Otay Mesa, Route 805 to Mexico Port of Entry in San Diego County.	\$25,000,000	\$5,782,217	\$19,217,783
87.1 Routes 94/125; build two new freeway connector ramps at Route 94/125 in Lemon Grove in San Diego County.	\$1,271,000	\$702,342	\$568,658
87.2 Routes 94/125; build two new freeway connector ramps at Route 94/125 in Lemon Grove in San Diego County.	\$58,729,000	\$732,030	\$57,996,970
88 Route 5; realign freeway at Virginia Avenue, approaching San Ysidro Port.	\$10,000,000	\$78,572	\$9,921,428
89 Route 99; improve Shaw Avenue Interchange in northern Fresno in Fresno County.	\$5,000,000	\$441,572	\$4,558,428
90 Route 99; widen freeway to six lanes, Kingsburg to Selma in Fresno County.	\$20,000,000	\$2,664,573	\$17,335,427
91 Route 180; build new expressway east of Clovis, Clovis Avenue to Temperance Avenue in Fresno County.	\$20,000,000	\$3,706,170	\$16,293,830
92 San Joaquin Corridor; improve track and signals along San Joaquin intercity rail line near Hanford in Kings County.	\$10,000,000	\$0	\$10,000,000

93 Route 180; complete environmental studies to extend Route 180 westward from Mendota to I-5 in Fresno County.	\$7,000,000	\$588,978	\$6,411,022
94 Route 43; widen to four-lane expressway from Kings County line to Route 99 in Selma in Fresno County.	\$5,000,000	\$427,075	\$4,572,925
95 Route 41; add auxiliary lane/operational improvements and improve ramps at Friant Road Interchange in Fresno in Fresno County. (SHOPP)	\$10,000,000	\$1,333,170	\$8,666,830
96 Friant Road; widen to four lanes from Copper Avenue to Road 206 in Fresno County.	\$10,000,000	\$0	\$10,000,000
97 Operational improvements on Shaw Avenue, Chestnut Avenue, Willow Avenue, and Barstow Avenue near California State University at Fresno.	\$2,100,000	\$2,039,077	\$60,923
97.1 Operational improvements on Shaw Avenue, Chestnut Avenue, Willow Avenue, and Barstow Avenue near California State University at Fresno.	\$1,850,000	\$0	\$1,850,000
97.2 Operational improvements on Shaw Avenue, Chestnut Avenue, Willow Avenue, and Barstow Avenue near California State University at Fresno.	\$6,050,000	\$0	\$6,050,000
98 Peach Avenue; widen to four-lane arterial and add pedestrian overcrossings for three schools in Fresno County.	\$10,000,000	\$0	\$10,000,000
99.1 San Joaquin Corridor; improve track and signals along San Joaquin intercity rail line in seven counties. CALWA to BOWLES	\$3,000,000	\$1,145,285	\$1,854,715
99.2 San Joaquin Corridor; improve track and signals along San Joaquin intercity rail line in seven counties. STOCKTON to ESCALON	\$12,000,000	\$0	\$12,000,000

100	San Joaquin Valley Emergency Clean Air Attainment Program; incentives for the reduction of emissions from heavy-duty diesel engines operating within the eight-county San Joaquin Valley region.	\$25,000,000	\$12,500,000	\$12,500,000
101	Santa Cruz Metropolitan Transit District bus fleet; acquisition of low-emission buses.	\$3,000,000	\$0	\$3,000,000
102.1	Route 101 access; State Street smart corridor Advanced Traffic Corridor System (ATSC) technology in Santa Barbara County.	\$400,000	\$0	\$400,000
102.2	Route 101 access; State Street smart corridor Advanced Traffic Corridor System (ATSC) technology in Santa Barbara County.	\$900,000	\$0	\$900,000
103	Route 99; improve interchange at Seventh Standard Road, north of Bakersfield in Kern County.	\$8,000,000	\$81,560	\$7,918,440
104	Route 99; build seven miles of new six-lane freeway south of Merced, Buchanan Hollow Road to Healey Road in Merced County.	\$5,000,000	\$7,320	\$4,992,680
105	Route 99; build two miles of new six-lane freeway, Madera County line to Buchanan Hollow Road in Merced County.	\$5,000,000	\$0	\$5,000,000
106	Campus Parkway; build new arterial in Merced County from Route 99 to Bellevue Road.	\$23,000,000	\$0	\$23,000,000
107	Route 205; widen freeway to six lanes, Tracy to I-5 in San Joaquin County.	\$25,000,000	\$0	\$25,000,000
108	Route 5; add northbound lane to freeway through Mossdale "Y", Route 205 to Route 120 in San Joaquin County.	\$7,000,000	\$338,035	\$6,661,965
109	Route 132; build 4 miles of new four-lane expressway Modesto from Dakota Avenue to Route	\$12,000,000	\$0	\$12,000,000



99 and improve Route 99 interchange in Stanislaus County.			
110 Route 132; build 3.5 miles of new four-lane expressway from Route 33 to the San Joaquin county line in Stanislaus and San Joaquin Counties.	\$2,000,000	\$445,056	\$1,554,944
111 Route 198; build 10 miles of new four-lane expressway from Route 99 to Hanford in Kings and Tulare Counties.	\$14,000,000	\$123,964	\$13,876,036
112 Jersey Avenue; widen from 17th Street to 18th Street in Kings County.	\$1,500,000	\$0	\$1,500,000
113 Route 46; widen to four lanes for 33 miles from Route 5 to San Luis Obispo County line in Kern County.	\$30,000,000	\$490,376	\$29,509,624
114 Route 65; add four passing lanes, intersection improvement, and conduct environmental studies for ultimate widening to four lanes from Route 99 in Bakersfield to Tulare County line in Kern County.	\$12,000,000	\$300,938	\$11,699,062
115 South Line Light Rail; extend South Line three miles towards Elk Grove, from Meadowview Road to Calvine Road in Sacramento County.	\$70,000,000	\$973,510	\$69,026,490
116 Route 80 Light Rail Corridor; double-track Route 80 light rail line for express service in Sacramento County.	\$25,000,000	\$0	\$25,000,000
117 Folsom Light Rail; extend light rail tracks from 7th Street and K Street to the Amtrak Depot in downtown Sacramento, and extend Folsom light rail from Mather Field Station to downtown Folsom. Add a new vehicle storage and maintenance facility in the area	\$20,000,000	\$4,585,110	\$15,414,890

118	Sacramento Emergency Clean Air/Transportation Plan (SECAT); incentive for the reduction of emissions from heavy-duty diesel engines operating within the Sacramento region. (Includes funds from #119.1)	\$66,000,000	\$16,500,000	\$49,500,000
119.1	Convert Sacramento Regional Transit bus fleet to low emission and provide Yolo bus service by the Yolo County Transportation District; acquire approximately 50 replacement low-emission buses for service in Sacramento and Yolo Counties. SacRT Buses. (Fund	\$0	\$0	\$0
119.2	Convert Sacramento Regional Transit bus fleet to low emission and provide Yolo bus service by the Yolo County Transportation District; acquire approximately 50 replacement low-emission buses for service in Sacramento and Yolo Counties. YOLOBUS Service	\$3,000,000	\$1,303,990	\$1,696,010
121	Metropolitan Bakersfield System Study; to reduce congestion in the City of Bakersfield.	\$350,000	\$258,245	\$91,755
122	Route 65; widening project from 7th Standard Road to Route 190 in Porterville.	\$3,500,000	\$782,236	\$2,717,764
123	Oceanside Transit Center; parking structure.	\$1,500,000	\$148,624	\$1,351,376
126	Route 50/Watt Avenue interchange; widening of overcrossing and modifications to interchange.	\$7,000,000	\$9,628	\$6,990,372
127	Route 85/Route 87; interchange completion; addition of two direct connectors for southbound Route 85 to northbound Route 87 and southbound Route 87 to northbound Route 85.	\$3,500,000	\$3,033,732	\$466,268

128 Airport Road; reconstruction and intersection improvement project	\$3,000,000	\$5,558	\$2,994,442
129 Route 62; traffic and pedestrian safety and utility undergrounding project in right-of-way of Route 62.	\$3,200,000	\$15,760	\$3,184,240
133 Feasibility studies for grade separation projects for Union Pacific Railroad at Elk Grove Boulevard and Bond Road.	\$150,000	\$0	\$150,000
134 Route 50/Sunrise Boulevard; interchange modifications.	\$3,000,000	\$2,661,501	\$338,499
135 Route 99/Sheldon Road; interchange project; reconstruction and expansion.	\$3,000,000	\$0	\$3,000,000
138 Cross Valley Rail; upgrade track from Visalia to Huron.	\$4,000,000	\$3,382,936	\$617,064
139.1 Balboa Park BART Station; phase I expansion. BART Segment 1 – Balboa Park BART Station	\$5,460,000	\$859,376	\$4,600,624
139.2 Balboa Park BART Station; phase I expansion. MUNI Geneva Segment 1	\$540,000	\$0	\$540,000
140 City of Goshen; overpass for Route 99.	\$1,500,000	\$744,927	\$755,073
141 Union City; pedestrian bridge over Union Pacific rail lines.	\$2,000,000	\$87,088	\$1,912,912
142 West Hollywood; repair, maintenance, and mitigation of Santa Monica Boulevard.	\$2,000,000	\$2,000,000	\$0
144 Seismic retrofit of the national landmark Golden Gate Bridge.	\$5,000,000	\$5,000,000	\$0
145 Construction of a new siding in Sun Valley between Sheldon Street and Sunland Boulevard.	\$6,500,000	\$2,080,203	\$4,419,797
146 Construction of Palm Avenue Interchange.	\$10,000,000	\$0	\$10,000,000
148.1 Route 98; widening of 8 miles between Route 111 and Route 7 from 2 lanes to 4 lanes.	\$8,900,000	\$1,231,932	\$7,668,068
148.2 Route 98; widening of 8 miles between Route 111 and Route 7 from 2 lanes to 4 lanes. Avenue to Meadows Rd (signalization).	\$1,100,000	\$0	\$1,100,000

149 Purchase of low-emission buses for express service on Route 17.	\$3,750,000	\$0	\$3,750,000
150 Renovation or rehabilitation of Santa Cruz Metro Center.	\$1,000,000	\$0	\$1,000,000
151 Purchase of 5 alternative fuel buses for the Pasadena Area Rapid Transit System.	\$1,100,000	\$0	\$1,100,000
152 Pasadena Blue Line transit-oriented mixed-use development.	\$1,500,000	\$0	\$1,500,000
153 Pasadena Blue Line utility relocation.	\$550,000	\$0	\$550,000
154 Route 134/I-5 interchange study. One hundred thousand dollars (\$100,000). The lead applicant is the department.	\$100,000	\$0	\$100,000
156 Seismic retrofit and core segment improvements for the Bay Area Rapid Transit system.	\$20,000,000	\$0	\$20,000,000
157 Route 12; Congestion relief improvements from Route 29 to I-80 through Jamison Canyon.	\$7,000,000	\$1,280,582	\$5,719,418
158.1 Remodel the intersection of Olympic Boulevard, Mateo Street, and Porter Street and install a new traffic signal. (Segment A - widen Mateo)	\$800,000	\$0	\$800,000
158.2 Remodel the intersection of Olympic Boulevard, Mateo Street, and Porter Street and install a new traffic signal. (Segment B - widen Olympic)	\$1,200,000	\$0	\$1,200,000
159 Route 101; redesign and construction of Steele Lane Interchange.	\$6,000,000	\$0	\$6,000,000
<b>Totals:</b>	<b>\$4,908,900,000</b>	<b>\$397,373,000</b>	<b>\$4,511,527,000</b>

